

What is claimed is:

1. A method for deciding to trigger and for triggering restraint systems (5, 6, 7) of a motor vehicle (1), characterized by the method steps of:
 - (S1) determining the current position of the motor vehicle (1);
 - (S2) determining position-relevant environmental data of the motor vehicle (1);
 - (S3) determining position-relevant reference values of the motor vehicle (1);
 - (S4) determining position-relevant actual values of the motor vehicle (1);
 - (S5) comparing the reference and actual values; and
 - (S6) taking this data into account in the decision to trigger, and in the triggering of restraint systems (5, 6, 7).
2. The method as recited in Claim 1, wherein the method step (S2) includes the following sub-steps:
 - (S2.1) reading-in environmental data which is relevant to the current position of the motor vehicle (1) from a first data source (8); and
 - (S2.2) reading-in related position-relevant topology data from a second data source (9).
3. The method as recited in Claim 1 or 2, wherein the method step (S3) includes the following sub-steps:
 - (S3.1) determining reference values for the position, speed, direction and route of the motor vehicle (1) for at least one of a multitude of points on the route of the motor vehicle (1); and
 - (S3.2) determining reference values for the orientation of the motor vehicle (1) based on

the speed and direction of the motor vehicle (1) for at least one of the multitude of points on the route of the motor vehicle (1) that are defined by the sub-step (S3.1).

4. The method as recited in one of Claims 1 through 3, wherein the method step (S4) includes the following sub-steps:

- (S4.1) determining actual values for the position, speed, direction and route of the motor vehicle (1) for at least one of a multitude of points on the route of the motor vehicle (1) that are defined in the sub-steps (S3.1 and S3.2); and
- (S4.2) determining the actual orientation of the motor vehicle (1) based on the actual values of the speed and direction of the motor vehicle (1).

5. The method as recited in one of Claims 1 through 4, wherein the method step (S5) includes the following sub-steps:

- (S5.1) comparing the result of the comparison of reference and actual values of the motor vehicle (1) to a predeterminable threshold value; and
- (S5.2) generating a corresponding signal.

6. The method as recited in one of Claims 1 through 5, wherein the method step (S6) includes the following sub-steps:

- (S6.1) transferring and/or providing relevant data as a function of the reference orientation of the motor vehicle (1); and

(S6.2) transferring and/or providing relevant data as a function of the actual orientation of the motor vehicle (1).

7. A device for deciding to trigger and for triggering restraint systems (5, 6, 7) of a motor vehicle (1), comprising:

- a navigation system (2) having a sensor system (10),
- data sources (8, 9) for data about vehicle orientations,
- restraint systems (5, 6, 7),
- at least one electronic control device (3) for the restraint systems (5, 6, 7), and
- at least one device (4) for taking into account data, the device allowing data from the navigation system (2) to be linked to the electronic control device (3).

are.

8. The device as recited in Claim 7, wherein data about the environment and topology of the route of the motor vehicle (1) is available from the data sources (8, 9).

9. The device as recited in Claim 7 or 8, wherein the device (4) for taking into account data includes a first device for determining the reference and actual values of the position of the motor vehicle (1) using the data sources (8, 9) and a second device for comparing these reference and actual values.

10. The device as recited in one of Claims 7 through 9, wherein the device (4) for taking into account data has a further device for transferring and/or providing data.